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FRANK E. HOWE, Editor and Pub.

Friday, April 23, 1915.

The annual meeting of the Greater Vermont Association will be held at Brattleboro on Thursday and Friday, May 13 and 14. There will be a business meeting with addresses on the afternoon of Thursday, the annual dinner that evening and a conference Friday morning.

Several towns in Vermont are making great preparations for a cleanup week early in May. Here in Bennington we do not need so active a campaign as is required in most places for the reason that Bennington has been having a cleanup campaign every year now for a long time and the people have gotten educated to the advantage of spending a few hours some pleasant day in spring making their places look as neat and attractive as possible. While it is probably unnecessary to say more than a few words on the subject, it may be well to remind the people of Bennington that their record in years past has been most excellent in this particular and they should not backslide this season. A little cleaning up and a few gallons of paint judiciously spread adds not a little to the appearance of the town but also increases the value of property.

The death of Former Governor Urban A. Woodbury, at his home in Burlington, marks the passing of another man who proved what can be done in Vermont with no special advantages in getting a start. Not only did he become Governor of the state and hold other offices of lesser importance, but he also made a remarkable business success and made it by business ventures here in Vermont rather than by sending his money west or to the great centers of population. His recent death calls to mind the fact that when he was governor and the late Zophar H. Mansur of Island Pond was lieutenant-governor the two had only one arm apiece, each having lost an arm in the Civil war, where they served with courage and honor. The career of Governor Woodbury should serve as another reminder to the boys growing up in Vermont that their chances of success are better here in this state than by going elsewhere where opportunities are no more frequent and competition is fiercer.

The sale of thirty-seven horses at auction in Bennington this week at what is generally considered moderate prices is an indication that horses in this country may be cheaper during the next few years, unless the stock is too greatly depleted by the demand from Europe. Twenty or thirty years ago it was common all through the East for carloads of western horses to be brought in and sold at auction and private sale but with the development of the central west the demand for horses became so great that the entire new stock was sold there and comparatively few found their way to New England. As a result, horses have been high for a number of years in spite of the competition of the automobile. Now many people interested think that the prices of the past few years have taken a drop which will continue in force for some time to come. It costs but little more to raise a colt than to grow up a cow or steer and it is probable that where the price of land is not exorbitant a good young working horse can be raised and sold with a fair profit for around one hundred dollars.

If a tramp comes to your door and asks for food, don't give it until you have set the fellow to work, to split wood, rake your lawn or any of the multiple of things needful to be done now. If he will not work for his meal don't give it to him. He is not worthy of your help, and there are plenty of people who are.—Northfield News.

Now, Sister Whitney, do you really mean that when a hungry printer calls at your back door you won't give him anything to eat until he has done work enough to pay for it? Can it be that your cooking is so poor that you are not proud to hand out an occasional sample to the profession without a deposit of collateral security? Betcher we can get a cold bite at Henry Whitehill's when we tour Washington county on foot.

"GETS-IT" a Sure-Shot for All Corns

Use Two Drops — and They Vanish.
When corns make you almost die with your heels on, when you try to walk on the edge of your shoes to try to get away from your corns, you're way behind time if you have not used "GETS-IT." It's the



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WHAT ROADS MAY BE IMPROVED

A Satisfactory System of Highways Quite Feasible.

WISE EXPENDITURE VITAL.

Not Every Road is Worth the Same Amount of Improvement Nor is Every Road Worth Improving—Expenditures Should Be Determined by Amount of Traffic.

[Prepared by the United States department of agriculture.]

There are a little more than 2,225,000 miles of public roads in the United States. Not even the wildest enthusiast ever dreamed of turning all these miles into stretches of smooth, hard surfaced highways. Such an undertaking would be a financial impossibility and a waste of money even if the necessary funds could be raised. What is actually proposed, on the other hand, is well within the resources of the country and would save, not waste, money.

Of these 2,225,000 miles it has been estimated that approximately one-fifth carries four-fifths of the highway traffic of the United States. About 220,000 miles of road are already improved, so that the improvement of another quarter million of miles would put in good condition a system of highways over which would pass the great bulk of traffic. Furthermore in many sections of the country the improvement



A GRAVEL ROAD IN ALABAMA THAT SERVES ITS PURPOSE ADMITTLY.

that is required by no means calls for the most expensive surfaces intended only to support the heaviest traffic. Along the southeastern seaboard, for example, good sand clay roads can be built at a cost as low as \$1,000 per mile or less. In these sections, say the specialists of the department of agriculture, it would be absurd to lay down surfaces that cost \$25,000 a mile, though these very surfaces may prove a real economy in centers of heavy population.

The task of creating, therefore, a thoroughly satisfactory system of highways for the United States is by no means as hopeless a one as it might seem at first sight. We have, in fact, gone a long way toward achieving it for the people who have become really interested in the question. In 1913 something over \$205,000,000 was expended in money and labor on the roads of the United States, an increase of more than 170 per cent over the total of \$75,000,000 in 1904. If this increase, or anything like it, continues in the next ten years and if there is the same increase in the scientific application of the money progress will be more than satisfactory.

It is, however, as necessary to spend the money wisely as to have the money to spend. Not every road is worth the same amount of improvement, not every road is worth improving at all. The classification of highways in accordance with their traffic requirements is, therefore, a necessary preliminary to a proper campaign of improvement. In most sections such a classification would reveal the fact that from 5 to 10 per cent of the mileage consists of main trunk lines used heavily by traffic originating both in and out of the country and forming links that can be forged into a chain of great importance to the state or even to the nation. An additional mileage, ranging from 10 to 20 per cent of the total, will be found to consist of secondary roads important for market traffic. The remainder will be made up of feeders and neighborhood roads which, if it is, of course, important to have as good as possible, but on which it would be but business to spend large sums of money.

The amount of money that it is good business to spend is determined by the amount of traffic over the road expressed in ton miles and the cost of hauling per ton mile. A ton mile, it may be said, is one ton of produce hauled one mile. Ten tons of produce hauled one mile is expressed as ten ton miles, and one ton hauled ten miles is also ten ton miles. By improving the road the cost of hauling per ton mile is greatly reduced. If the traffic is sufficiently heavy this reduction will amount to much more than the interest on the bonds and will leave an ample margin for the redemption of the principal. In other words, the community will make money out of its investment in good roads. If the traffic is not sufficiently heavy or not likely to be made so by the improvement the saving will not be great enough to pay the cost of the improvement.

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